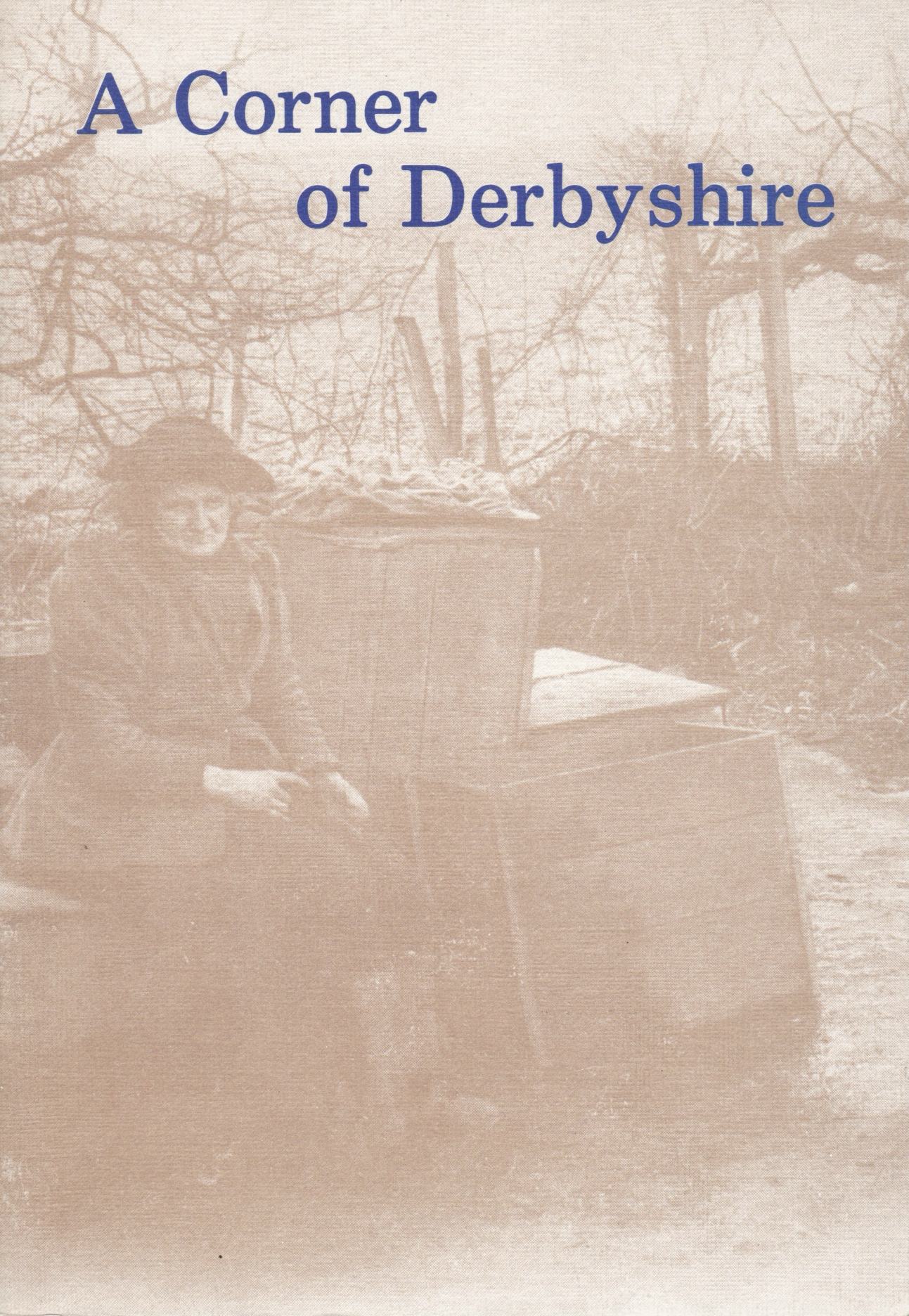


A Corner of Derbyshire



Muriel Nightingale.

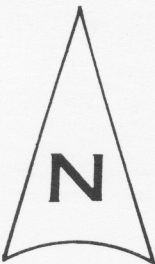
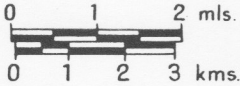
A Corner of Derbyshire

Historical Photographs of the district of Erewash

COVER:

Miss Alice Grace, later known as Old Alice. Born in 1867, she refused to pay rent for the cottage she had shared with her parents until their death, and was evicted. She then lived in an old scythe stone warehouse for a time, but eventually, after several moves, made her home in an old bacon box in Whittaker Lane. Most of her necessities were provided by other villagers and curious sightseers from Derby would throw her coins. In 1911 she was taken to Shardlow Institution where she lived, apparently content, until her death in 1927.

Borough of EREWASH



A Corner of Derbyshire

Historical photographs of the district of Erewash

Compiled and published jointly by the Friends of Erewash Museum
and Derbyshire Library Service.

1984

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INTRODUCTION

by John Heath

The re-organisation of Local Government in 1974 saw the creation of the Erewash Borough Council, an amalgamation of parts of rural districts, Long Eaton and Sandiacre Urban Districts and the Municipal Borough of Ilkeston. While the dominant urban sprawl of Erewash Borough, which follows the west bank of the lower Erewash Valley, tends to have greater affinities with the City of Nottingham than with the County Town of Derby, the rural part of the Borough comes more within the influence of Derby, many of the villages being the homes of commuters who work in the City. This is much as it has always been.

The long history associated with this area is focused on the town of Ilkeston, which for seven centuries has dominated the local trading of the area between Derby and Nottingham. While markets operated at Sandiacre and Sawley, these had only irregular periods of significance, and as Roy Christian wrote, neighbouring Ilkeston made better use of its Charter 'having kept both market and fair going ever since'. The more recently-established Long Eaton market reflects the later historical importance of that community, Sawley retaining its ecclesiastical supremacy until the creation of the separate church of St. Lawrence in 1864.

In the past the northern part of the area has been dependent on the exploitation of its underground riches which gave rise to a variety of industries, a matrix of communications, and a despoiled terrain. Future inhabitants of the area will find it difficult to find evidence of the extensive activity extending over at least seven centuries, which changed the face of an agricultural landscape to one which provided the background of some of D.H. Lawrence's writings. The reclamation of spoil heaps, the obliteration of railway lines and canals will leave little to remind folk of the area's industrial past, except for the monuments to that period in the form of Bennerley Viaduct or the colliery headstocks in Shipley Park. Future historians will have to be clairvoyants to the able to decypher the previous activities of the Erewash scene just as we find it difficult to find visual evidence of fourteenth century coal-mining activities at Morley.

Little of this was of much consequence to eighteenth century visitors to the area, who preferred to explore the more eccentric aspects; when George Murgatroyd Woodward, visited his home, Stanton Hall, in 1798 he was more interested in the local inhabitants, such as Joe Pick of Dale Abbey 'who, though born what is generally termed an idiot, may hereafter rank in point of many virtues superior to his more enlightened neighbours'. Continuing his perambulations, Woodward found Ockbrook to be 'a village perfectly buried in mud', where Johnson Dalby 'a worthy character and cheerful companion, alone gave life to so dreary a situation'. At Burrows Ash he came across a 'gravel pit of great extent... not sufficiently guarded' before retiring to the Noah's Ark to partake of refreshments with travellers journeying between Nottingham and Derby on the 'Diligence' stage-coach. Most of what Woodward wrote about has gone, but sketches, if not entirely accurate, enliven his descriptions and recall the scenes.

This collection of personal and published photographs encompasses those same 'reflections' of both rural and urban Erewash. Every picture tells a story because it was taken for a reason at a particular place at a specific time. It is that combination which makes a photograph significant to local history. Have you such a photograph, large or small, which will add a little to the history of Erewash? If you have, may we borrow it, copy it and return it to you?

1984

INTRODUCTION

by John H. H. H.

The purpose of this book is to provide a comprehensive survey of the history of the United States from 1776 to the present. It is a book for the general reader, not for the specialist. It is a book that should be read by every citizen of the United States. It is a book that should be read by every student of the United States. It is a book that should be read by every teacher of the United States. It is a book that should be read by every citizen of the United States. It is a book that should be read by every student of the United States. It is a book that should be read by every teacher of the United States.

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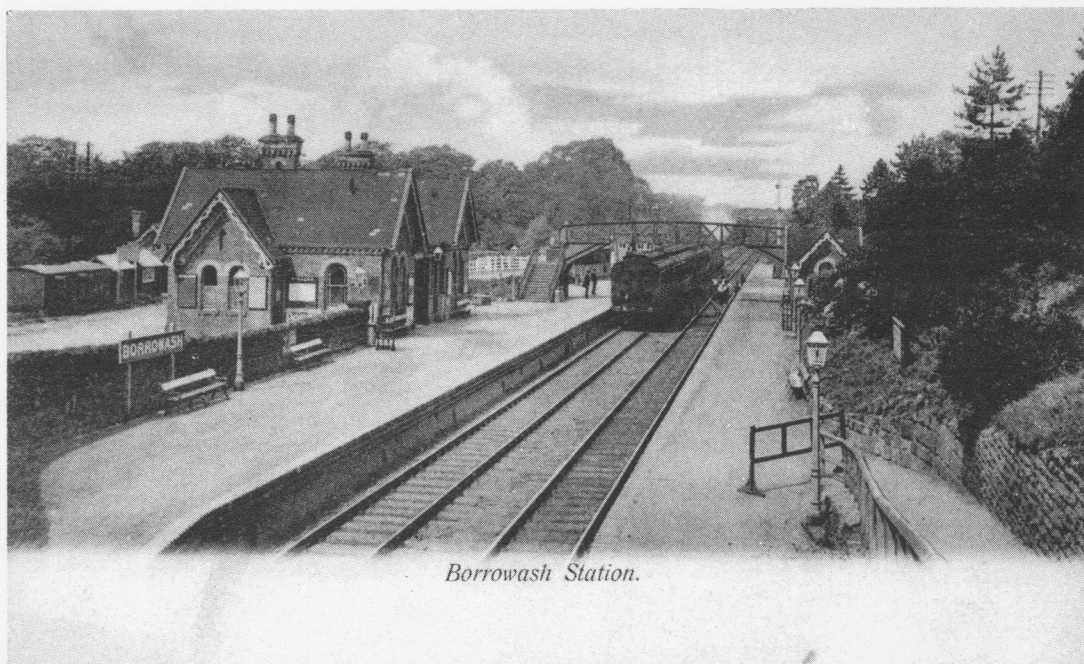
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On the Canal.

Borrowash.

BORROWASH: The lock and lock-keeper's cottage on the Derby Canal just west of the road to Elvaston. Commercial navigation from Sandiacre to Derby was ended before World War II and the canal is now filled in and the cottage demolished. In this picture of about 1910, a narrow boat is moored just above the lock, whose gate balance beams are apparently rough-hewn tree trunks.



Borrowash Station.

BORROWASH: These delightful Midland Railway buildings were opened on 1st May 1871 when the station was re-sited west, instead of as formerly east, of the Elvaston road bridge. This station was closed in 1966 but the buildings, shown here about 1910, were not demolished until 1984.



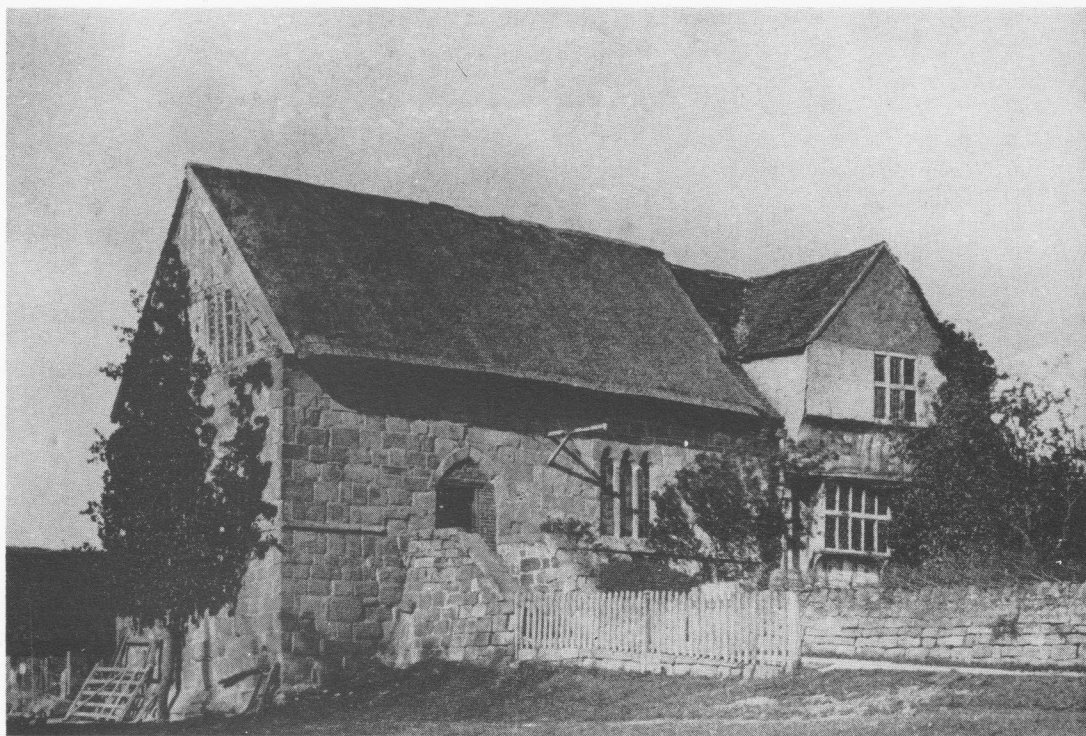
BORROWASH: The late Mr. Eddie Dorman and his father pose outside the now-demolished cottage on Derby Road quite close to the present Wilmot Arms.



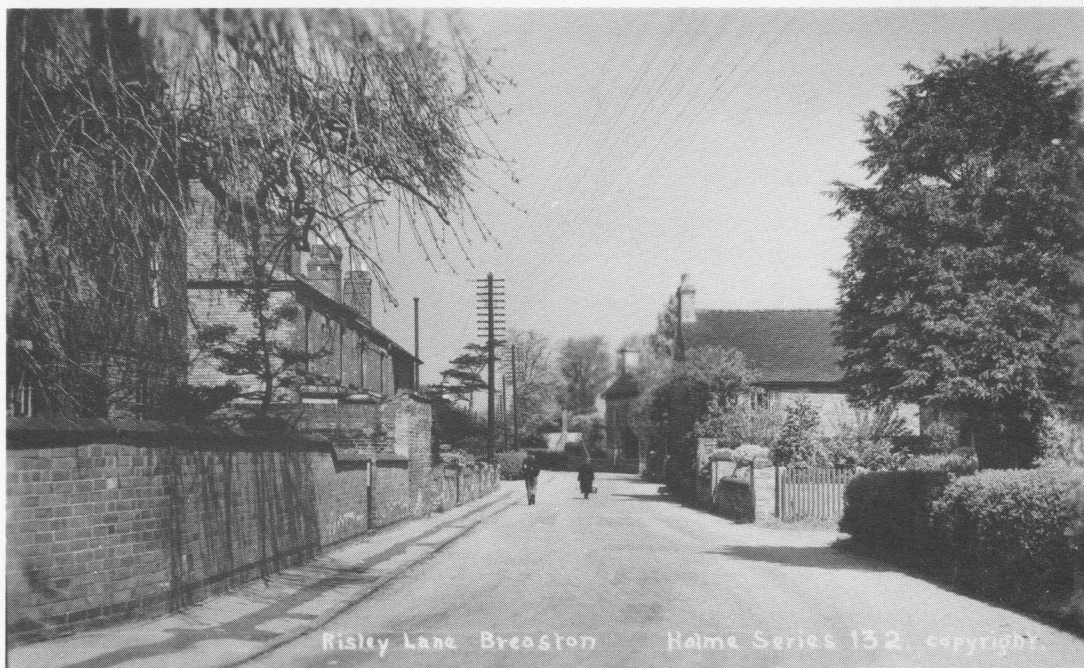
BORROWASH: Derby Road, about 1910, looking towards Derby. The Forester's Arms and the Post Office were demolished and the space is now a car park.



BREADSALL: All Saints' Church, burned down on June 6th, 1914. Although never proved, it was popularly believed to be the work of suffragettes.



BREADSALL: Breadsall Old Hall prior to rebuilding and modernisation in 1877. It has been used as a manor house, public house, village shop, post office, rectory and as the church for a time after the 1914 fire.



BREASTON: Risley Lane photographed about 1930. Very little has changed here, all that has gone is the large house behind the tree on the extreme left; known as Manor House, it was demolished in 1982 to be replaced by a development called Manor Court.



BREASTON: The Laurence Avenue and Stevens Lane Children's VJ Party to celebrate the end of the war in the Pacific in 1945.



BREASTON: The Breaston and Risley Home Guard during the First World War. The Officer was Mr. George Anstee Perks, the Long Eaton builder who lived at Hartington House, Risley Lane, Breaston.



COTMANHAY: 'Henshaw Nook'. Now Henshaw Place off Church Street. Squatters' cottages built on common land prior to the enclosure of 1798. Though of very poor construction many of these properties were still standing in the later 19th century and others survived to be sold by the Duke of Rutland in 1920.

COTMANHAY: Vernon Street. Mrs. Stirland's grocery shop with a fine window display about 1905. In the foreground is one of the ornate Ilkeston Corporation tramway poles on the Cotmanhay section.



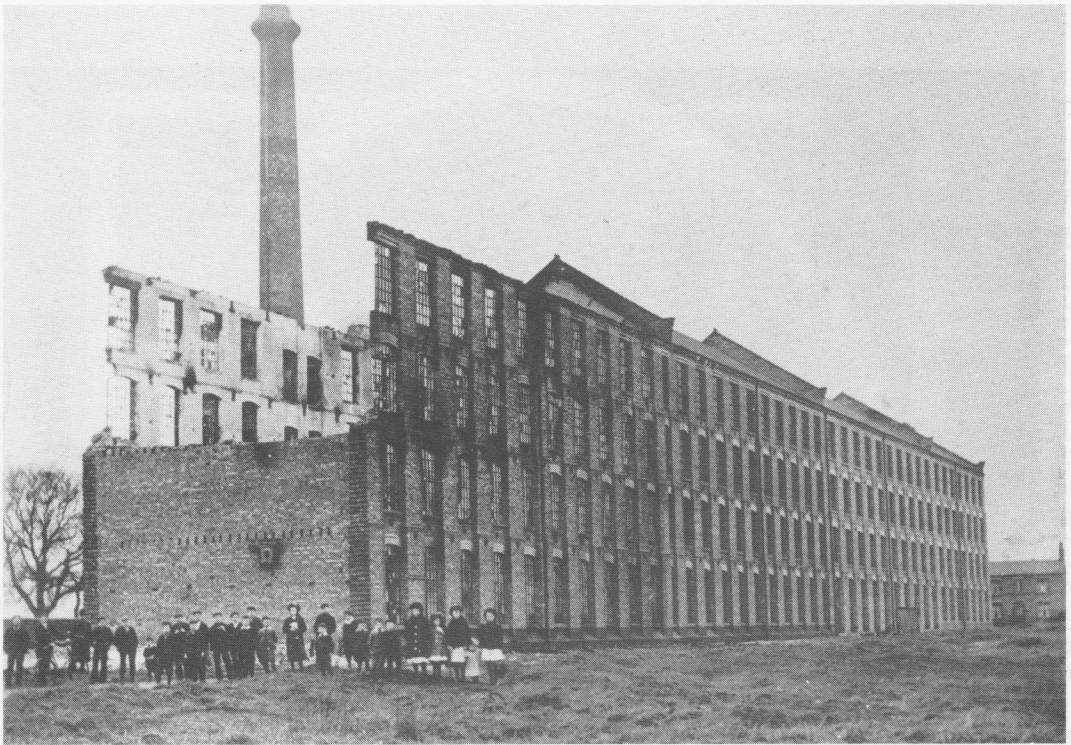
DALE ABBEY: The village brass band outside the old Parish Hall in 1908. Families represented here include the Smedleys, the Bacons, the Wheatleys, the Lynams and the Parnhams. Notice that the Stewards are carrying long poles.



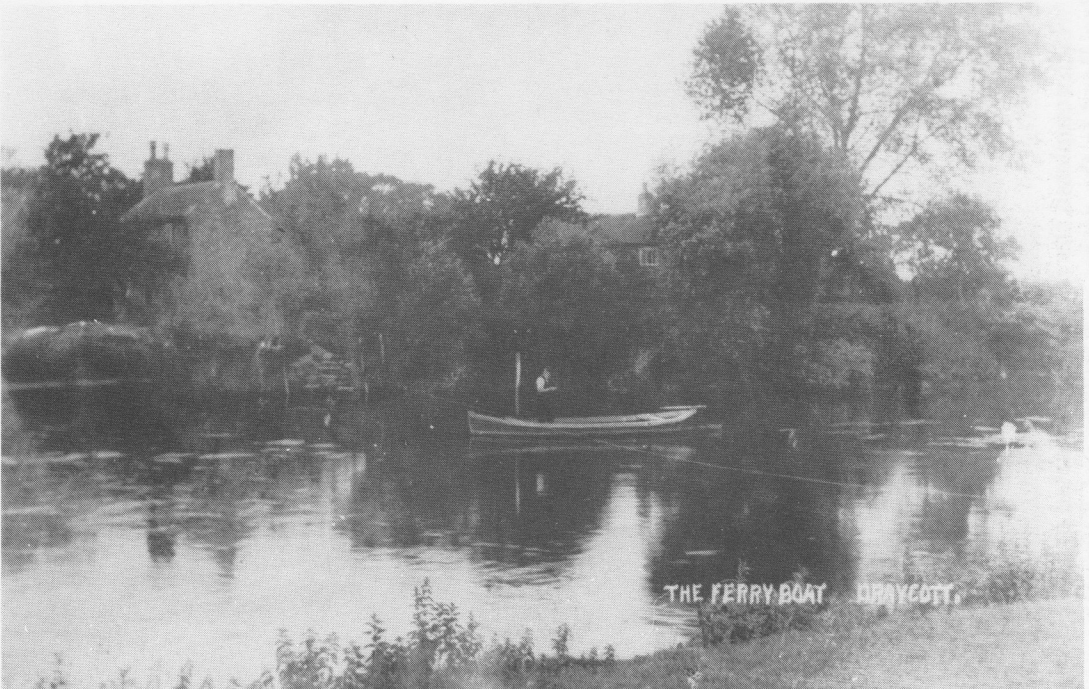
DALE ABBEY: Chapel of All Saints and the old Church house prior to the 1881 rebuilding of the Church House and the churchyard wall.



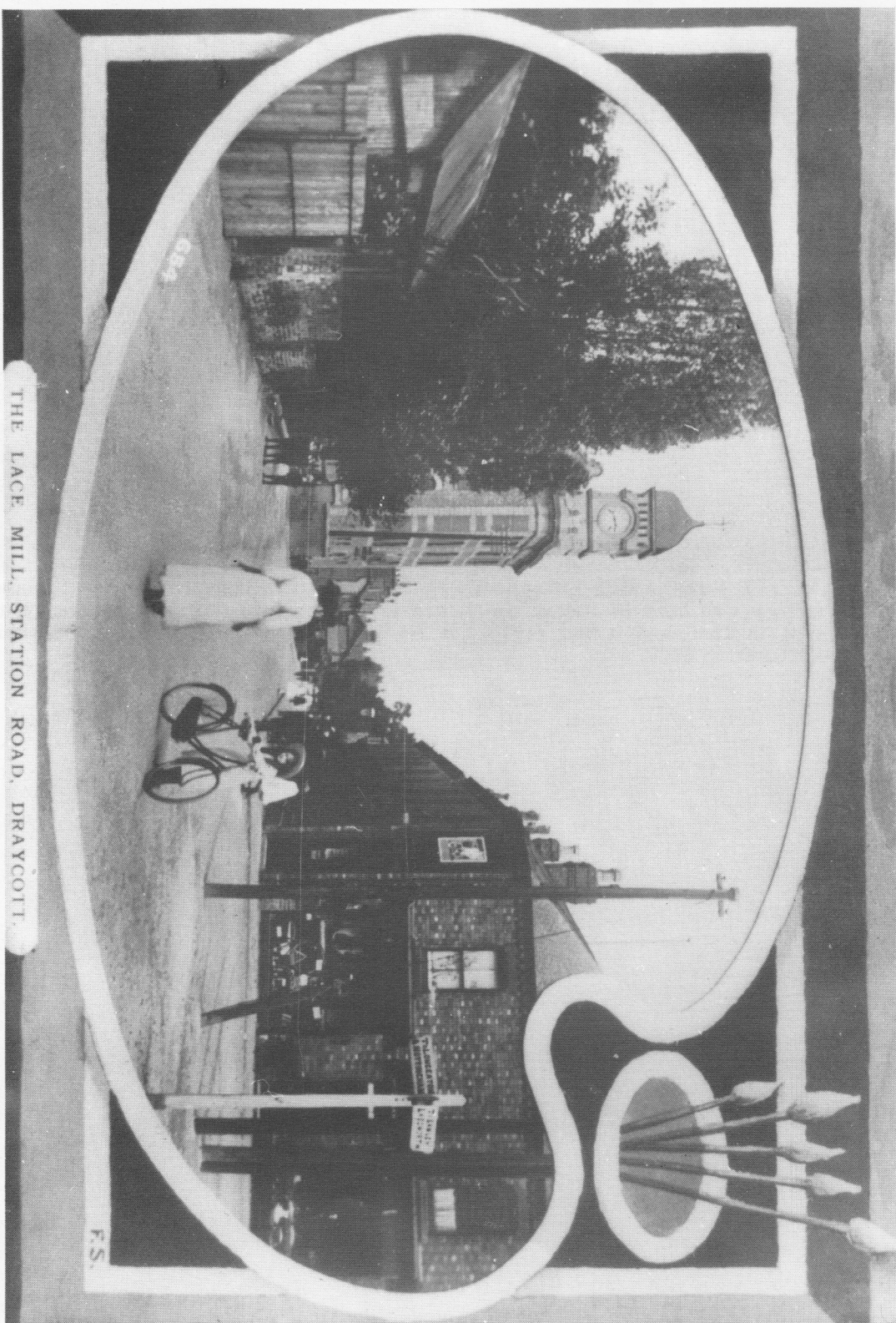
DRAYCOTT: Postman's Cottage at the Sawley Road - Station Road junction around 1900. The cottages were demolished for road widening.



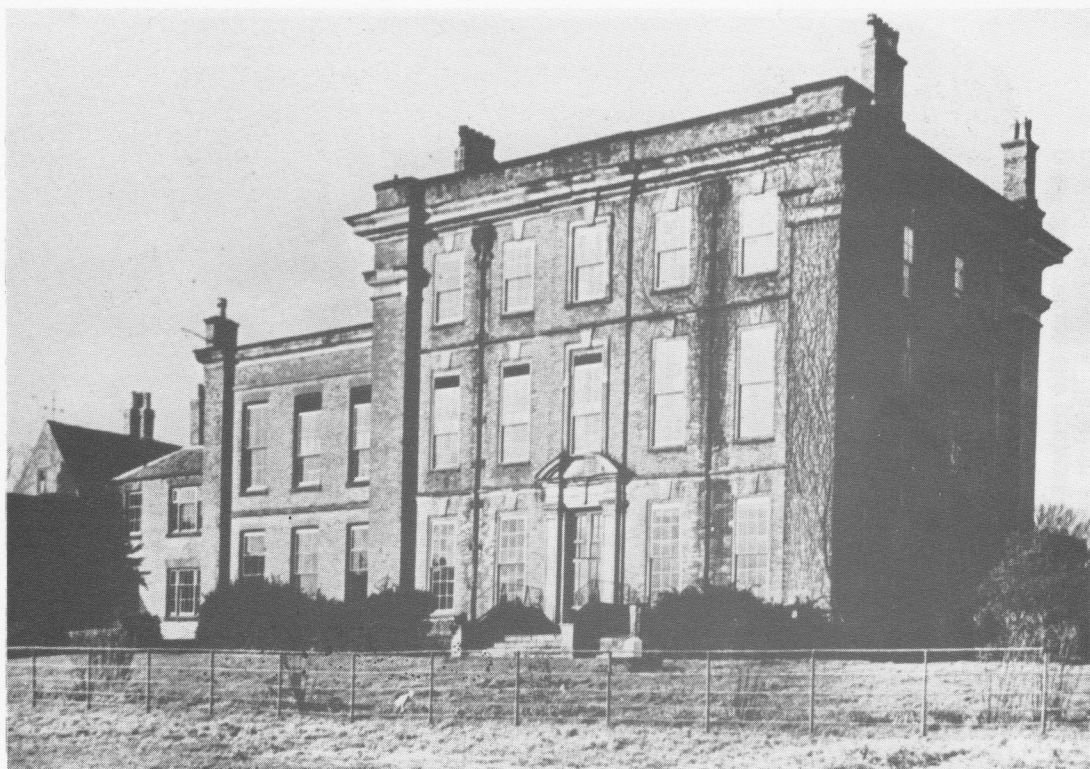
DRAYCOTT: Victoria Mills after the fire of 17th January 1902 which destroyed D block. The factory was built in stages: the centre section was started by E.T. Hooley, the financier, in 1888 and it was completed by Jardine, the Nottingham lace machine manufacturer, in 1907.



DRAYCOTT: Draycott ferry operated across the river Derwent from Wilne to a footpath leading to Ambaston.



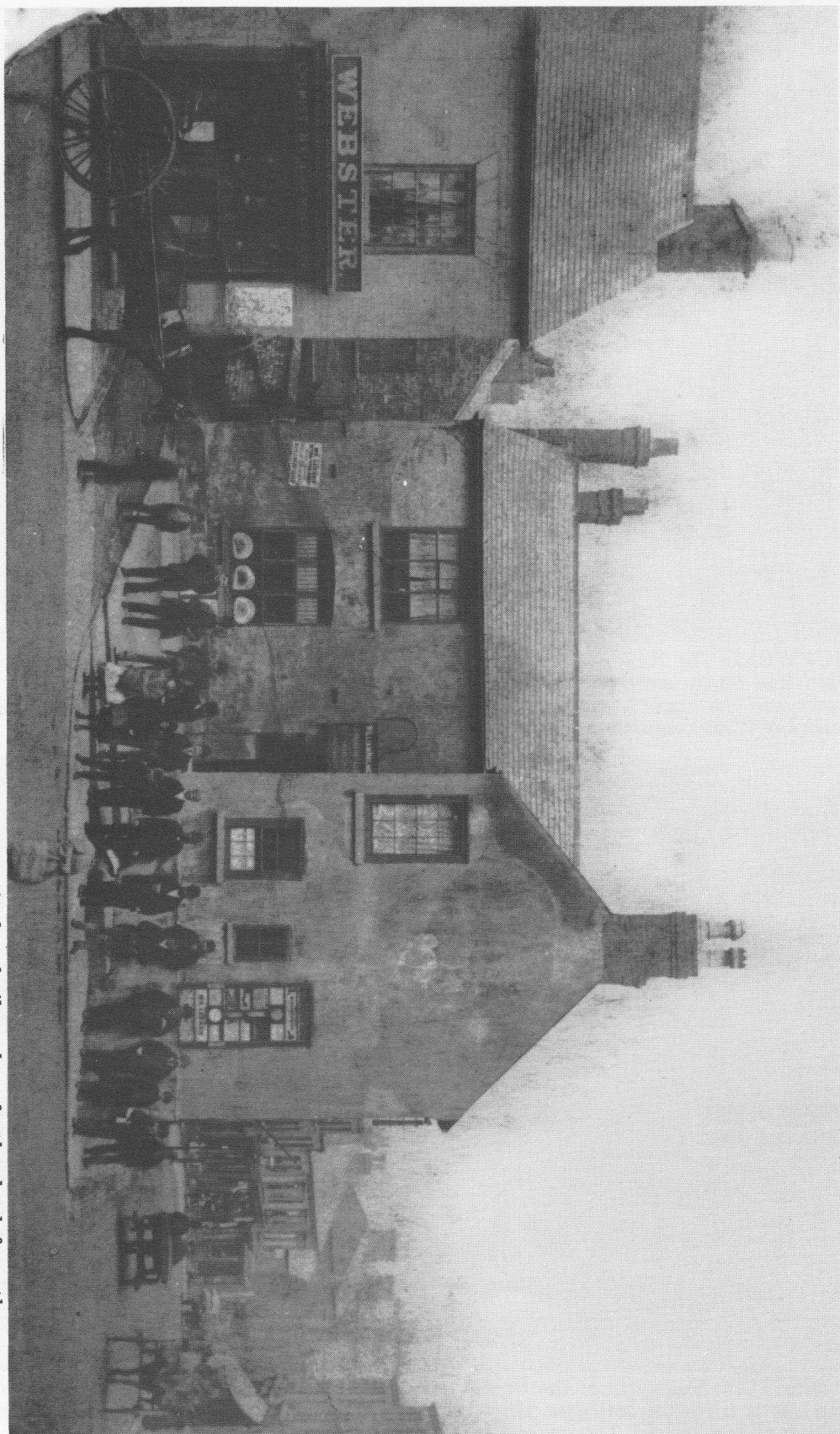
DRAYCOTT: The newly-built clock tower of Victoria Mills (1907) which completed the factory first started in 1888. The sign post indicates Long Eaton and Nottingham along Station Road in the centre and Sawley and Kegworth down Sawley Road to the right.



HOPWELL: The Hall, which was built by Henry Keyes in 1720, photographed in 1948. This fine house survived until 1957 when it was demolished following a fire which destroyed the upper storey. Only a lodge and outbuildings now remain and a modern school of undistinguished appearance now occupies the site of the house.



ILKESTON: Stalwarts of the Postal Service outside the Market Place Post Office. On the left is a row of cottages, since demolished, while at the right stands the shaving saloon of Joe Wright, the famous fast service Ilkeston barber.



ILKESTON: Old Harrow Inn, Bath Street, about 1877. The inn was extensively rebuilt and set further back from the road to produce the present building in 1896. On the walls are election posters for Samuel Leeke, the unsuccessful candidate for the Ilkeston seat against Sir Walter Balthasar Foster who was Liberal M.P. for the town until his elevation to the peerage as First Baron Ilkeston in 1910.



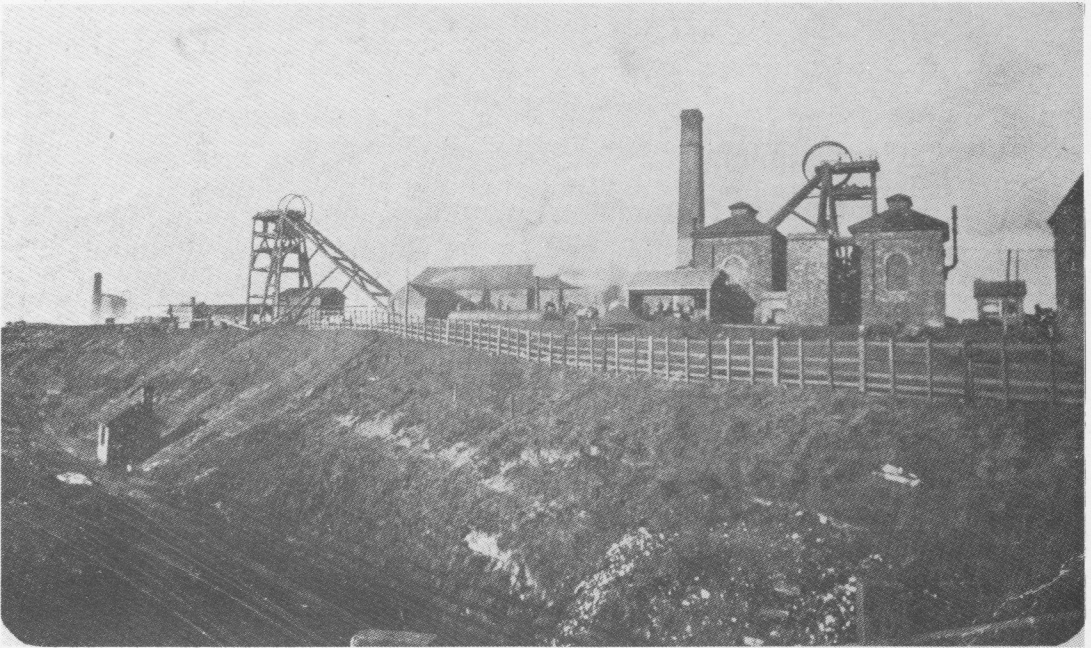
ILKESTON: The Town Hall and the 'Sir John Warren' in the days when the Town Hall sported a set of iron railings and the fountain carried ornate lamps. The 'Warren' had yet to have its facade rendered and painted.



ILKESTON: Mafeking celebrations at Brussels Terrace. Mafeking was relieved on 17th May, 1900, after a seven month siege. The subsequent celebrations in London and elsewhere on the 18th and 19th May gave the English language the word 'mafficking'. Considering that this group are mafficking, they do perhaps look rather too serious.



ILKESTON: Distribution of potatoes provided by J. Wright, Greengrocer, at Wilmot Street Schools during the 1912 miners' strike for a guaranteed minimum wage.



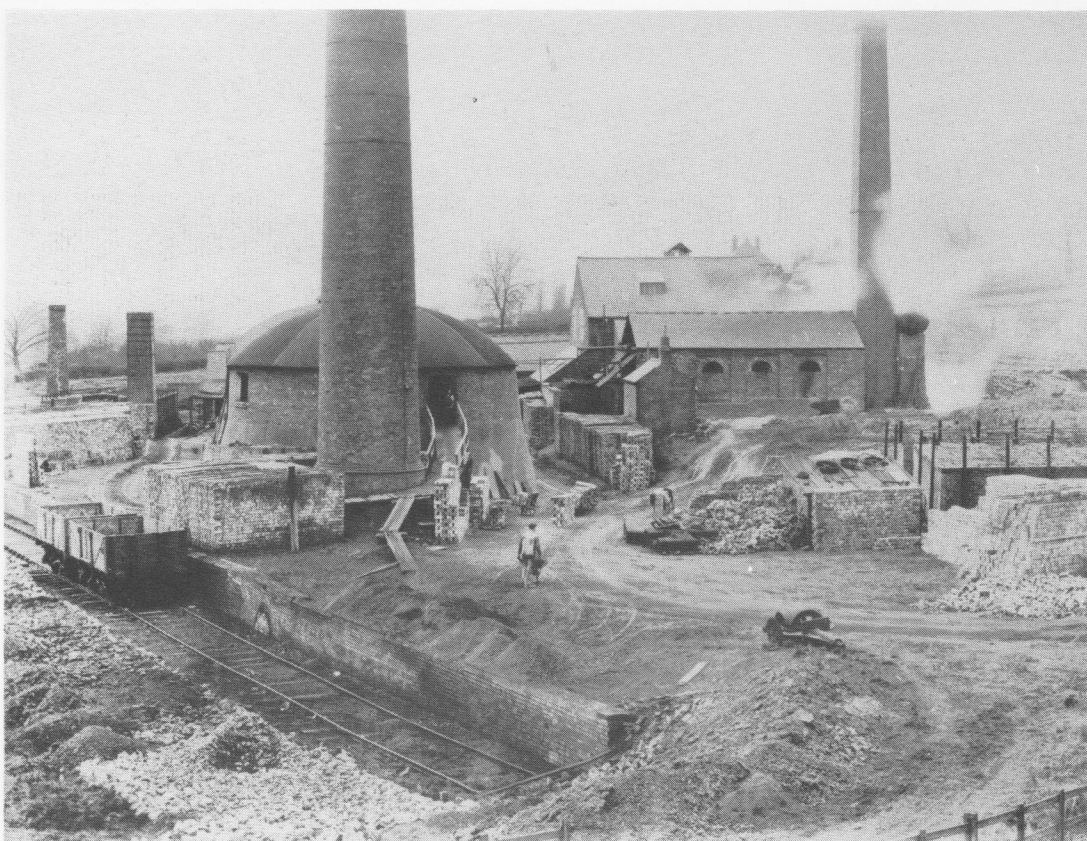
ILKESTON: Manners Colliery about 1900. View of the pithead structures including the headstocks and engine houses. The colliery had been in operation for over 70 years when it closed in 1947, being connected with both LMS (Midland) and LNE (Great Northern) railways.



ILKESTON: Mines Rescue Station, Manners Road. Men of the North Midland miners' Rescue Service with their equipment which includes a canary. photographed at the station shortly after opening in 1920.



ILKESTON: Mr. S. Wood and his son John posing on one of their Levers lace machines at their Kensington Works in Needlemakers Yard. Their business dated from 1903 when it was set up by Mr. Wood and his three sons, 'all born in the lace trade and each a specialist in his own department'. The factory was partly destroyed by fire on 15th October, 1963 and again more recently.



ILKESTON: Oakwell brickworks, off Derby Road, in 1922. Dating from the 1870s the brickworks, attached to Oakwell colliery, remained in production until 1966 in the hands of Stanton & Staveley Ltd. Parts remain today including the elongated dome structure of the early Hoffman kiln seen behind the large chimney in the centre of the picture.



ILKESTON: Victoria Park. During both World Wars Victoria Park played its part in the home front effort. This view of 1917 shows that potatoes and onions (HUN(E)HUN) were also weapons against the 'Hun'. The park was opened by the Duke of Rutland in 1902 on land which he had given to the town in 1896.



ILKESTON: Ilkeston Spa Baths around 1890. They provided hot and cold plunge, slipper, shower and steam baths from around 1831 until the water dried up some years before this photograph. They stood a little to the left of the Rutland Hotel.



ILKESTON: An Ilkeston Corporation tramcar advertising the Nottingham Empire and a 'Football Match - Manor Ground', sets off up South Street from the Toll Bar (White Lion Square) en route to Cotmanhay.



ILKESTON: Chaucer Street School - peopled here by young ladies of various ages, dressed smartly and looking suitably serious for the occasion.



ILKESTON: A view looking towards Doris Road of the "Tin Tabernacle", Larklands, Ilkeston, seen shortly before its replacement by Larklands Mission in 1913. Church Army Captain Oliver and the Reverend Mellows are pictured in the foreground.



KIRK HALLAM: Ladywood Road about 1900.



KIRK HALLAM: Ladywood Road, about 1905. Beyond the houses on the left (still standing) is the entrance to All Saints' Church.



KIRK HALLAM: Ladywood Road, probably before 1914.



LITTLE EATON: Little Eaton Brewery Company around 1920 on Duffield Road. It was developed from a malthouse and later taken over by Officers. It is now the site of Purpose Engineers Ltd.



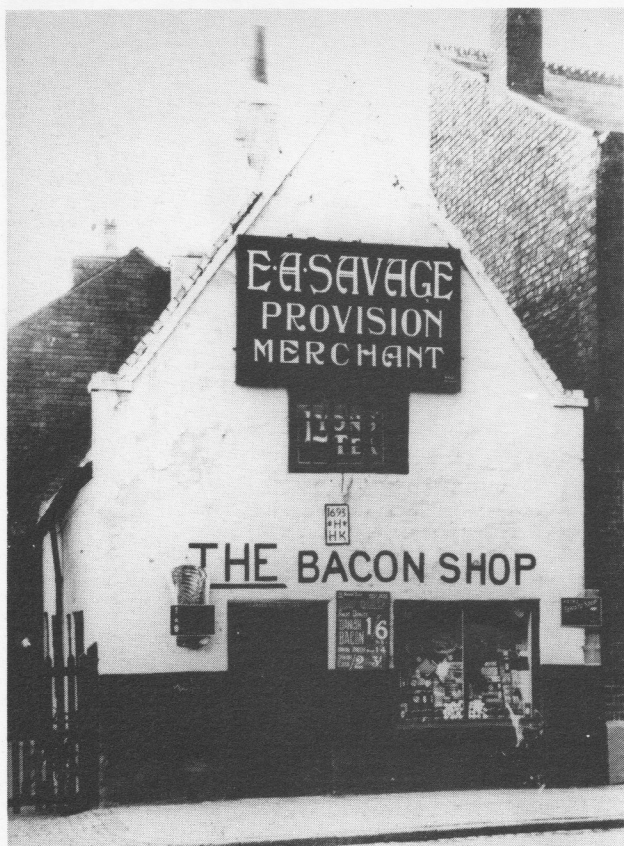
LITTLE EATON: The little Eaton Hermit, Alice Grace, living in an old bacon box on Whittaker Lane. She died in 1927. (See page ii for more details).



LITTLE EATON: Old Bleach Mill, Mill Green, which stopped trading before World War I. The chimney was demolished in 1916 and the water filled in after World War II.



LONG EATON: The market place, photographed between 1903 when the Westminster Bank was built, and 1913 when the Palace Theatre was built on the vacant site shown on the left of the bank, just to the right of the man on the cycle. The Palace later became the Ritz and is now the Screen. The small white gabled building to the left of the picture is dated 1693 and was demolished in 1963. Last century it was occupied by deaf and dumb Elizabeth Price who died in 1881 aged 97. At the time of the photograph, by A.R. Simkin, it was a confectioner's, run by Sarah Ann Bennet.



LONG EATON: One of several houses in the Market Place which were built following the great fire on 12th May, 1963. Another of these houses was demolished in 1903 and this one, then the sole survivor, stood until 1963. Mr. Savage was the last occupant, having opened the shop during the 1920s when this picture was taken.



LONG EATON: These temporary wooden shops stood on the corner of Regent Street and the Market Place. In the background can be seen the Conservative Club, the Regent Inn and the gable end of Borebanks' lace machine workshops. Borebanks' and the shops were cleared away in 1900 to build the shops which now occupy the site. James Daniels, the butcher stands in his white apron with lace manufacturer George Smith. On the pony is the butcher boy Jack Roberts, who later had his own shop.



LONG EATON: Celebrating the coronation of King George V.



LONG EATON: Frederic William Wells and family well-composed in their back yard on Park Street.



LONG EATON: Veterans of the Boer War (1899-1902) photographed soon after their return, outside the Regent Inn, Regent Street.



LONG EATON: Long Eaton fire brigade in 1906 with their new steam Merryweather. It was not until 1922 that a motor fire engine was purchased and an engineer appointed.



LONG EATON: The floods of 1946. The floods this year and in 1947 led to more effective measures of control.



LONG EATON: Long Eaton Library interior in 1906 when the library was opened. It was not until 1924 that the public was allowed access to the books so that they could browse for themselves.



LONG EATON: Chemistry experiments at Long Eaton National School, Claye Street around 1930. The school closed in 1964 and was demolished in 1966.

LONG EATON: Main Street early this century. The three storey building in the centre was the Co-operative Society's 'Old Central' premises, built in 1877 and demolished during the 1930s to construct the present 'Emporium', opened in 1934.

The tall factory on the left with a finial on the gable was Joseph Orchard's Bank Street lace factory; built in 1881 it was destroyed by fire in 1971.



LONG EATON: Troops of the 1st Devon Regiment protecting Long Eaton Station during the railway strike of 1911. The footbridge still exists although most of the station buildings have been demolished since the station was closed in 1967.



MORLEY: The Three Horseshoes around 1900 or 1910. The inn was dismantled and completely rebuilt in 1914.



OCKBROOK: The Moravian Church and Girls School about 1906. The church (left) was built in 1751-2 and the school was established at the same time. The girls boarding school used these buildings from 1799 to 1915. Education has always been regarded as important by the Moravians, whose community in Ockbrook dates from 1750.



OCKBROOK: No. 21, The Settlement, known as the old post office. Built in 1768 at a cost of £150. The congregation shop dealing in drapery and general goods traded in 1927 after which it became a private residence.



RISLEY: The Old Blue Ball, Risley, around 1930. It was demolished after the new Blue Ball was built around 1936.



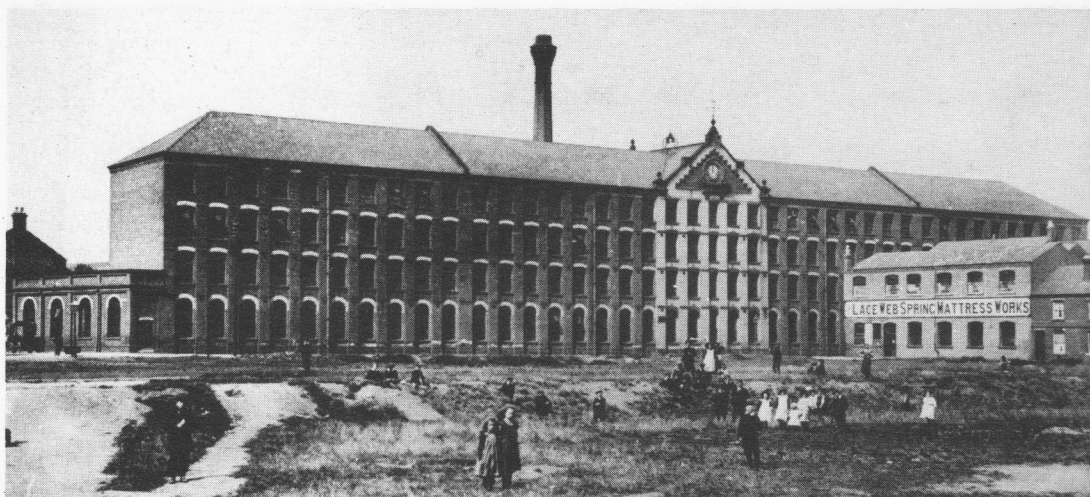
RISLEY: The Latin House. Elizabeth Grey provided the Latin House to accommodate pupils and master of the adjoining school. Dated 1706, the house is of brick, in chequerboard pattern with blue bricks on the ground floor and red on the upper. There are stone quoins and window surrounds and a hipped old tile roof. Pevsner describes it as 'one of the best buildings of its date in the county'. Latin House, the adjoining schools and school house form a delightful group of eighteenth century buildings.



SANDIACRE: A post card of Station Road about 1905 published by Robert Jackson, Chemist & Stationer, Sandiacre. Bridge Street is on the left in the foreground and the building in the right foreground is one of the oldest still standing in the village.



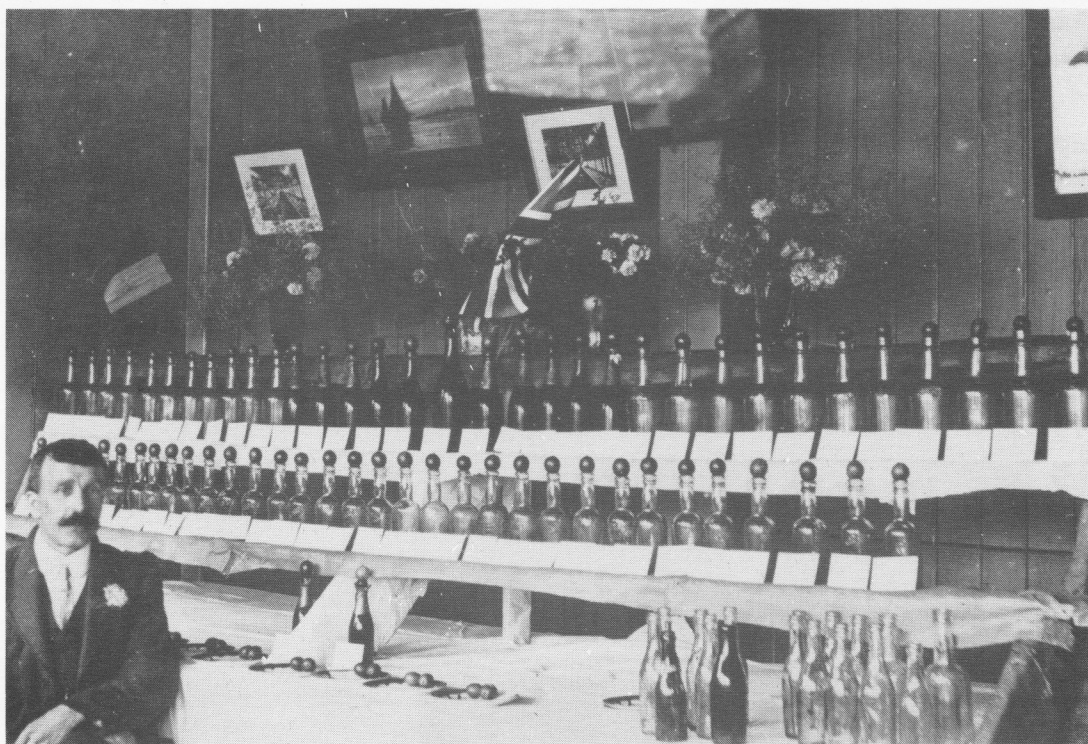
SANDIACRE: John Wagg's bicycle shop at the corner of Bennett Street and Derby Road around 1908. The site is now occupied by a petrol station.



SANDIACRE: Springfield Mills, a tenement lace factory built in 1888 for T. Hooley Ltd., of Long Eaton. This picture was taken after 1890 when Lace Web (bedding manufacture) was formed, but probably not long afterwards.



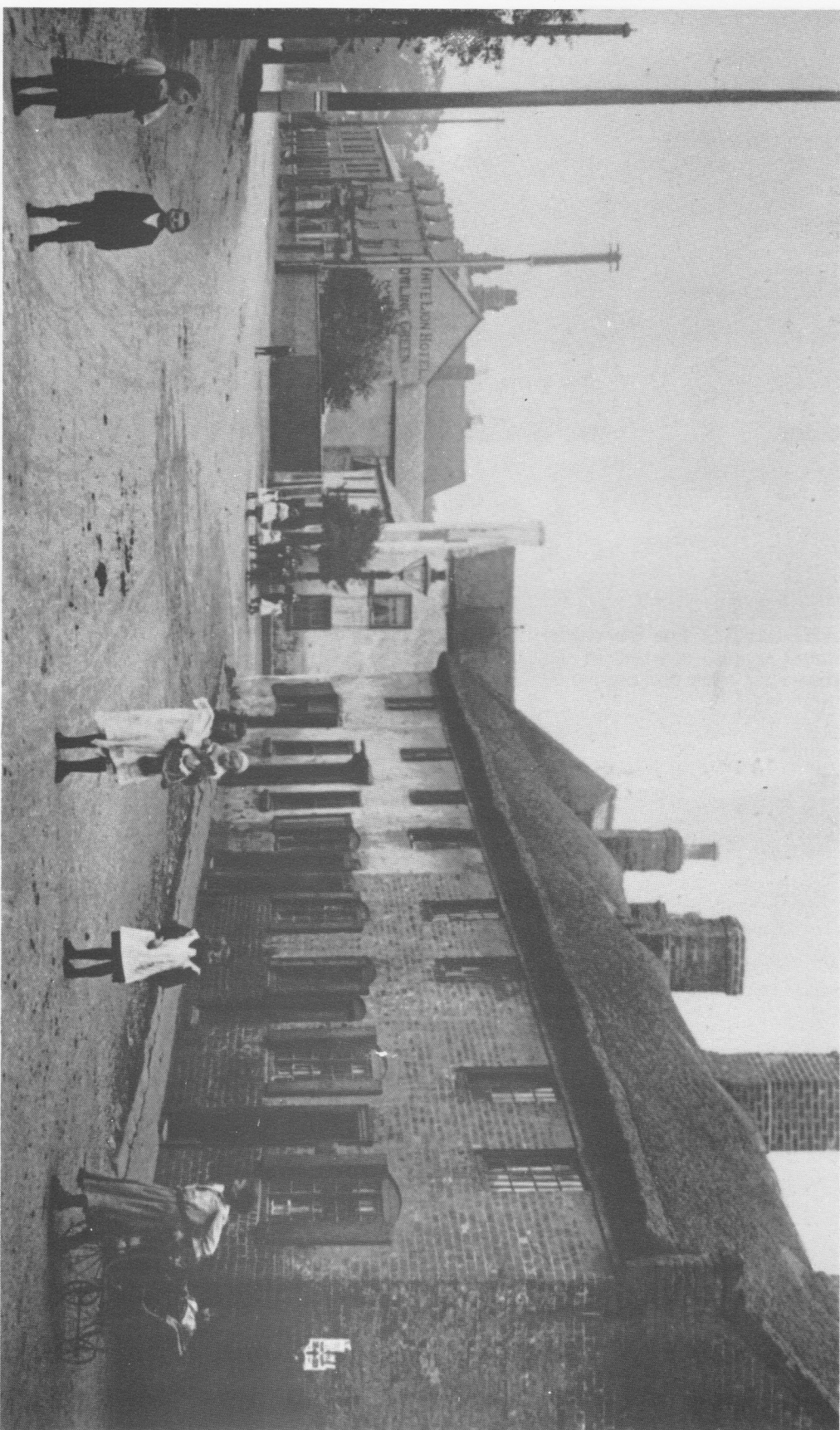
SANDIACRE: Sandiacre Board School around 1905 looking towards the lock-up on Church Street. Built in the 1870s, the school was demolished when the new school was built on Stanton Road. The site is now occupied by maisonettes.



SANDIACRE: The Gooseberry Show around 1923 at the Bell public house. It was an annual event, started in 1902 to encourage the development of gardening, with preserving pans and copper kettles as prizes.



SAWLEY: New Harrington Bridge. Sawley's importance derived from its situation at a crossing point on the river Trent. This crossing took the form of a ferry and ford and even when the road on either side became part of the Nottingham-Birmingham turnpike system (1758-59 Acts), the ferry continued until 1790 when Harrington bridge was opened. Toll houses were constructed on either side of the road on the Sawley end of the bridge and one of these can be seen in the picture. The bridge was freed from tolls in 1882 and the present structure was erected in 1906.



SAWLEY: Looking west about 1900 along what is now Tamworth Road into what was to the left, Church Street. Right by the 'Big Lamp' was Cross Street, (site of the village cross) now named Wilne Road. The houses on the right were demolished during the 1930s but the White Lion and the shop behind the lamp survive.



SAWLEY: An early twentieth century view of Cross Street, now Wilne Road. The only building visible on this picture now remaining is the former New Inn on the left. The chapel in the centre was demolished before 1913 and is now the site of the Women's Institute. Behind the trees on the right, the gabled building was the National School, part of which still exists as a motor showroom.



SAWLEY: Thatchers repairing the roof of an ancient house in Back Street, now Wilne Road, next to the Railway Inn, during the 1930s. The house was demolished just after World War II but the petrol pump survived until the late 1970s.



SAWLEY: The Harrington Hunt on Wilne Lane passing the village pond, known as 'Pym's Pit'. The houses are now gone, demolished for new properties on Wilne Close built mid-twentieth century. This picture was probably taken between the wars.



SAWLEY: Iris Nash delivering milk for James Webb of Barn Farm, New Sawley, about 1920.



STANLEY: Saint Andrew's, Stanley parish church, prior to the 1876 restoration when it was enlarged by extending the chancel and moving the old east window to its present position.



STANLEY: This showman's traction engine, on its way to the fair in Stanley Common, ran into the houses between the Bateman Arms and the Garage around 1900 or 1910.



STANTON: Stanton Old Works furnaces from beneath the bridge carrying the Midland Railway's Trowell - Nottingham line at Trowell 'boards' (named after the raised timber footpath across the flood plain of the river Erewash at that point). Behind the trees on the left there once stood a water mill. Beyond the river, the earth in front of the right hand railway wagon is scarred by a bomb crater, a relic of the 1916 Zeppelin raid on Stanton works. The centre chimney is still standing but the other two and the furnaces are gone.



STANTON: One of the Mersey Tunnel segmental rings made by Stanton Ironworks Company Ltd. in 1936.



STANTON-BY-DALE: The marriage on May 1st, 1926 of Miss A.C. Crompton, daughter of the Chairman of Stanton Ironworks, to Mr. B. Gratton-Holt. The bridal car was drawn by ropes from Stanton Church gates to The Hall.

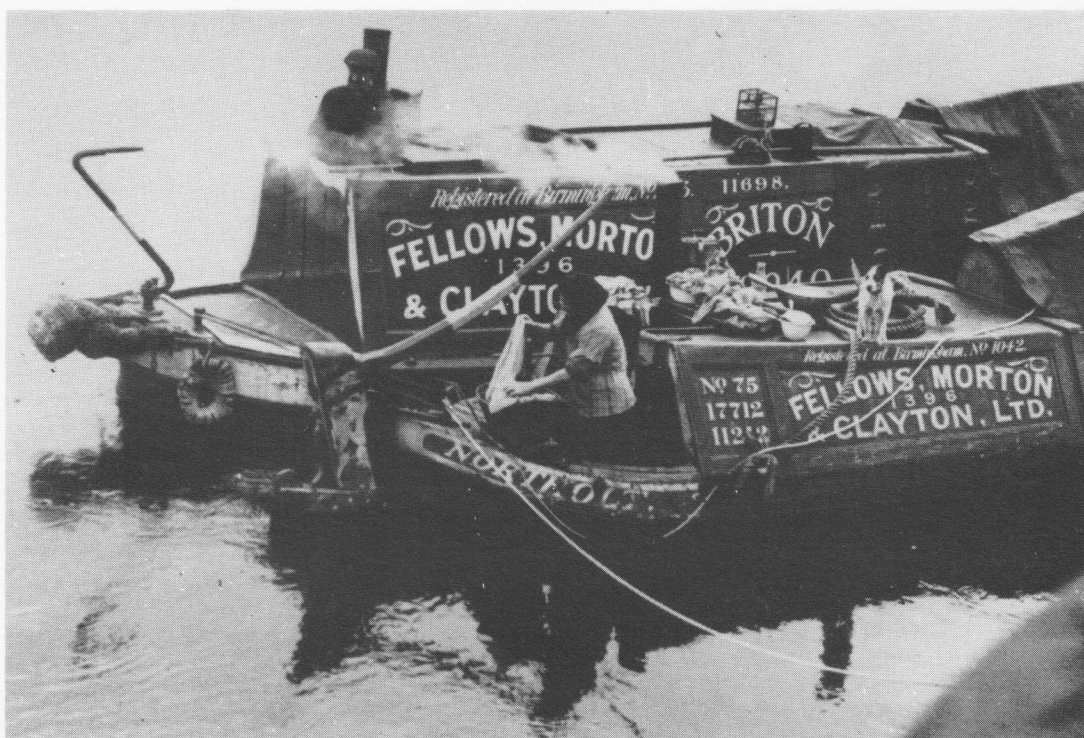


STANTON-BY-DALE: Stanhope Street in 1903. The village water pump, commemorating Victoria's Jubilee, and cross, are on the right of the view.



Steamboat "Erminie," Trent Lock.

TRENT LOCK: The steamboat 'Erminie' moored in midstream just above the ferry crossing of the river Trent. On the Derbyshire bank in the background is the Erewash Navigation public house, now (appropriately?) named 'The Steamboat'. The cottage in the centre was demolished after being bombed during World War II.



TRENT LOCK: Laden canal motor narrow boat 'Briton' and butty 'Northolt' at Trent Lock during the 1930s. Coal was the usual cargo which was shipped south from collieries in the Ilkeston and Shipley areas. The trade declined rapidly after 1945.



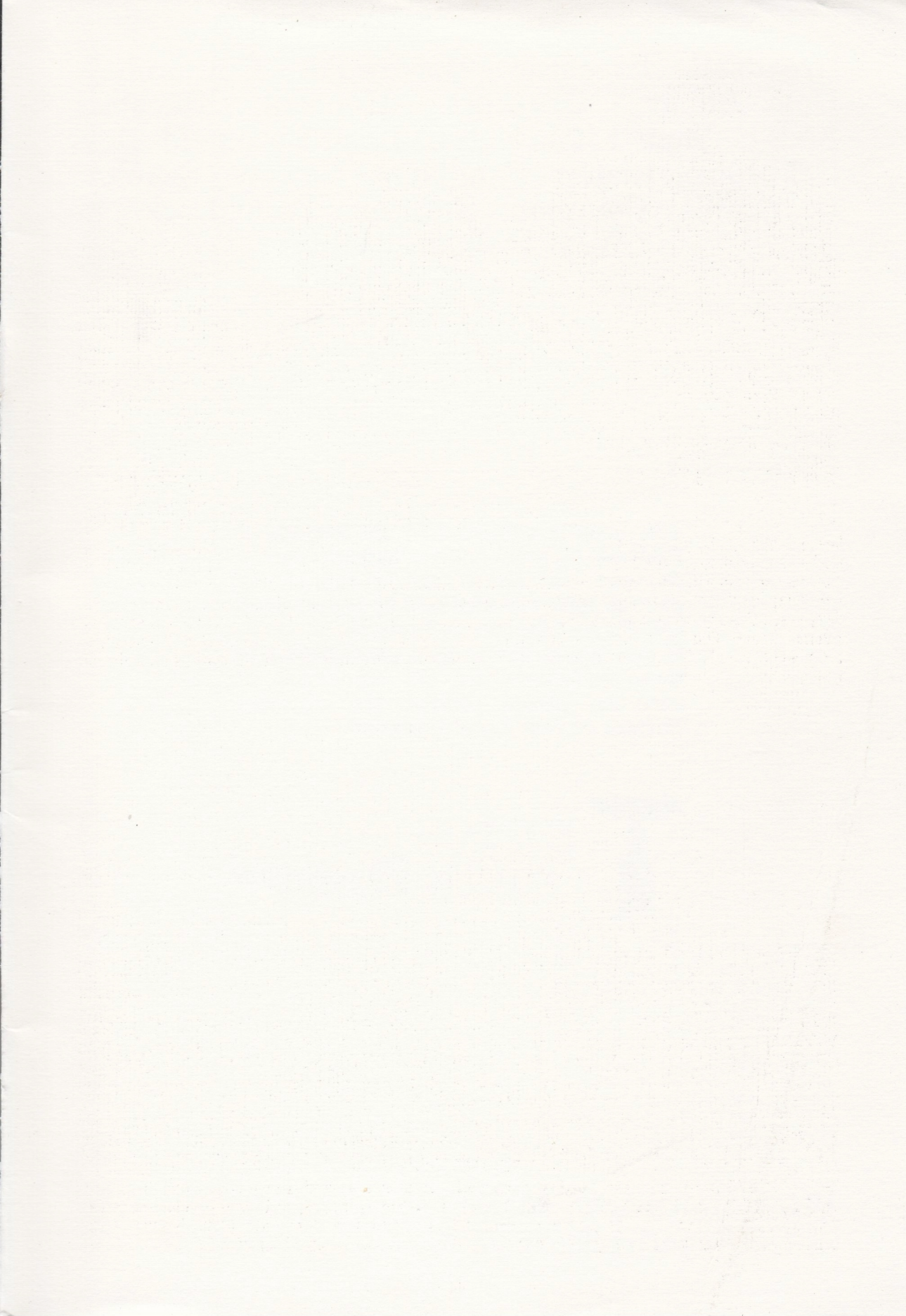
WEST HALLAM: Newdigate Street under construction around 1896.



WEST HALLAM: St. Wilfrids Road. Cottage Farm in the left of this photograph, taken early this century, was built in the first half of the eighteenth century and extended in the nineteenth. It was one of four farms of similar age within the village itself and was a working unit until the mid 1970s. The cottages in the centre of the photograph were demolished early in the same decade. The gates in the wall on the left led to the stables which served The Hall while on the opposite side of the road was the 'Little Theatre', a converted coach house, where concert parties were held and operettas and pantomimes performed.



WILNE: Wilne Mills, a Domesday manorial mill site, has had many uses including corn milling, fulling and lead rolling. About 1780 a cotton spinning mill was erected to make use of the extensive water power available from the river Derwent. This picture of the cotton mills was taken early this century. They were destroyed by fire in 1917.



Breadsall - Breaston - Borrowash - Cotmanhay
Dale Abbey - Draycott - Hopwell - Ilkeston
Kirk Hallam - Little Eaton - Long Eaton - Morley
Ockbrook - Risley - Sandiacre - Sawley - Stanley
Stanley Common - Stanton - Trent Lock
West Hallam - Wilne

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EREWASH
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